

The Hongkong Telegraph.

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TUESDAY, MARCH 17, 1908.

二拜禮 號七十月三英曆

\$50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,550,000

Branches and Agencies.
TOKIO, KOREA, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, HONGKONG, SHANGHAI, HANKOW.
CHEFOO, TIENTSIN, PEKIN, NEWHONGWANG, DALNY, PORT ARTHUR, ANTUNG, LIOYANG, MUKDEN, TIELING, CHANG-CHUN.

Head Office—YOKOHAMA

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits—
For 12 months 5% p.a.
" 6 " 4 " "
" 3 " 3 " "

TAKAO TAKAMICHI, Manager.
Hongkong, 31st October, 1907. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 4% per annum on daily balances and accepts Fixed Deposits at the following rates—
For 12 months 4% per annum.
" 6 " 3 " "
" 3 " 2 " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 12th March, 1908. [25]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,378,375 (about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarra, Sourabaya, Cherbon, Tegal, Pecalongan, Pasoeran, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjermer.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3% do.

J. L. VAN HOUTEN, Agent.

Hongkong, 18th November, 1907. [26]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS " 13,500,000

Branches and Agencies.
HONGKONG, SHANGHAI, TIENTSIN, PEKIN, NEWHONGWANG, DALNY, PORT ARTHUR, ANTUNG, LIOYANG, MUKDEN, TIELING, CHANG-CHUN.

COURT OF DIRECTORS:
Hon. Mr. Henry Keswick, Chairman.
E. Goetz, Esq., Deputy Chairman.
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A. Fuchs, Esq., R. Shewan, Esq.
C. S. Gubbay, Esq., H. A. W. Slade, Esq.
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G. H. Medhurst, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 19th February, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1855.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND " 1,475,000
RESERVE LIABILITIES OF PROPRIETORS " 1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4% per cent.
" 6 " 3 " "
" 3 " 2 " "

JOHN ARMSTRONG, Manager.

Hongkong, 6th January, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—S.M. Tael. 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne, Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN, Manager.

Hongkong, 4th December, 1907. [30]

Steamers.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	MALTA	About 20th March.	Freight and Passage.
MARSEILLES and LONDON	MARMORA	1st March.	See Special Advertisement.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PERA	About 24th March.	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	MANILA	About 25th March.	Freight and Passage.

or Further Particulars, apply to

F. J. ABBOTT, Acting Superintendent.

Hongkong, 16th March, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

THE

REAL MACKENZIE WHISKY,

VERY SPECIAL LIQUEUR.

\$21.00 PER DOZ. \$1.85 PER BOTTLE.

CLAN MACKENZIE WHISKY,

OLD MATURED.

\$14.00 PER DOZ. \$1.20 PER BOTTLE.

These Whiskies are prepared from the choicest ingredients, correctly distilled and aged in wood. It is the most perfect stimulant obtainable.

SOLE AGENTS IN THE EAST—

LANE, CRAWFORD & CO.

Telephone 97.

Hongkong, 6th March, 1908. [38]

DOW'S PORTS.

Armadale \$32.00 Per Dozen.
Royal Dry 27.00 " "
Invalid 25.00 " "

SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 6th March, 1908. [40]

THE CITY OF PARIS, PARISIAN DRESSMAKERS AND COURT MILLINERS.

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

Just Unpacked from Paris ex s.s. "Tonkin"

A LARGE LOT OF

NEW SPRING GOODS.

[41]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels,

and obtainable at all Wine Merchants in the Colony,

and from Shewan, Tomes & Co., sole agents.

[42]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,361 Tons, "POWAN" 2,138 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

Hotels.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extra. Modern Management.

Telegraphic Address: "CHIEF" HONGKONG, Telephone No. 84.

O. E. OWEN, Proprietor. [4]

VICTORIA HOTEL, MACAO HOTEL.

(TELEGRAMS—VICTORIA—SHAMEN), (TELEGRAMS—FARMER—MACAO).

SHAMEN, CANTON, MACAO, CHINA.

ON THE BRITISH CONCESSION, IN THE CENTRE OF THE PRIMA GRANDE.

H. HAYNES, Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

W. M. FARMER, Proprietor.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 65.

For Terms, &c., apply to the

MANAGER. [43]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES, Manager. [15]

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO— THE MANAGER'S AGENT. [16]

Intimation.



A. S. WATSON & CO., LIMITED.

THE GREAT POPULARITY

Watson's

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

HAS BEEN ATTAINED BY ITS Consistent Excellence

Quality.

IT IS A

PURE MALT WHISKY

OF

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 9th March, 1908.

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NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Ho Kee Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$10 per annum. WEEKLY—\$18 per annum.

The rate per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On March 9, 1908, at Shanghai, to Mr. and Mrs. ARTHUR H. HYNES, a son.

On March 12, 1908, at Shanghai, the wife of H. D. HOOLEY, of a daughter.

MARRIAGE.

On March 12, 1908, at Shanghai, PERCY KITCHINGMAN, son of George William Kitchingman, London; to LUCY EVELYN PIRRIE, second daughter of Alexander Pirrie, of Birkhead.

DEATH.

On March 10, 1908, at Shanghai, JAMES ADAMS BALLARD, aged 51.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 17, 1908.

JAPANESE METHODS IN THE YARN TRADE.

The yarn industry has been beset with more than ordinary difficulties during the past two years and the crisis which was reached in 1906-7 has now happily given way to a period of confidence which it is the hope of all engaged in that trade to see maintained on a healthy basis. The introduction of any element which might be calculated to affect the even tenor of the way of this special branch of commerce should therefore be watched with a very jealous eye. We have alluded previously to the attempt on the part of the Japan Cotton Spinners' Association to foster artificial demand for the staple industry of the islands. It may be remembered that a couple of months ago that Association sought to introduce what was tantamount to a lottery scheme into Shanghai by which the promoters expected that the huge accumulated stocks of yarn in Japan would be worked off and a better condition of things brought about so far as they were concerned. It would appear that the Consular Body in the north-western settlement saw through the move and objected to the lottery being permitted in its original form. The promoters of the lottery proposed to award hundreds of prizes

to the holders of tickets issued by the Association. In order to defeat the municipal laws of Shanghai the Japanese very astutely offered payment of the prizes in yarn instead of money, and in pursuance of these new tactics they caused the issue through their agents at the various ports where yarn is sold in considerable quantities of a large number of tickets, in Chinese, describing the character of their new lottery scheme. A literal translation of that circular is reproduced in another column. A perusal of this prospectus will convince any one that the scheme in question is nothing more or less than a gamble pure and simple. The drawings are to take place every other month at Shanghai and the value of the prizes offered will amount to Y50,000; the prizes being divided into 2,243 gifts. The first prize will be of the value of Y10,000, while there are two prizes of Y3,000, ten prizes of Y500, thirty prizes of Y125, one hundred prizes of Y62½ and one thousand nine hundred prizes of Y10 each. The holders of tickets which have not drawn a prize will be entitled to receive sets of picture post-cards, so that in reality those who take advantage of the offer are sure to participate in some degree, it being a case of all prizes and no blanks. It was only quite recently that the Governor-in-Council thought it necessary to prohibit the importation of lottery tickets into the Colony and empowered the Postmaster-General to open any covers received through the mails which might be suspected of containing lottery tickets. There is nothing specific in the Hongkong Gambling Ordinance to prevent the introduction of the yarn tickets or coupons, as the Japanese may term them, into the bales which are sold in Hongkong from and after the first of March. But the whole object of the Japan Cotton Spinners' Association is to appeal to the gambling instinct of the Chinese with a view of relieving the yarn traders and manufacturers in Japan by ridding them of the congested state of the stock in the market and clearing away the enormous accumulations in their hands. We think it only right to direct the attention of the Government to this latest phase of Japanese energy in trying to compete by questionable methods with those merchants who follow legitimate lines in the conduct of a branch of business which may be described without exaggeration as one of the mainstays of the Colony's commercial life. Nothing should be left undone to discourage at the very outset this attempt to introduce the demoralising element of gambling into the bona fide trade of the Colony, if that trade is to be encouraged and fostered. This is a matter which comes peculiarly within the province of the Chamber of Commerce, and in commending the subject to the consideration of the new member of the Legislative Council, who was elected unopposed at the meeting this afternoon, we maintain that they will be taking up a matter which deserves the support of every merchant in Hongkong and the Chamber of Commerce in particular.

LOCAL AND GENERAL.

THERE will be no meeting of the Legislative Council on Thursday next.

It is reported that the Peking Government proposes to raise a sum of Tls. 10,000,000, in the third moon (April) for the reorganization of the navy. In future an annual appropriation of Tls. 400,000 will be provided for.

A Peking dispatch states that the Ministry of the Interior has obtained permission from the Throne to take a Census of the inhabitants of the whole Empire. The Viceroy and Governors of provinces have been instructed on the matter.

The first report from the Seamen's Guild, lately formed in connection with the Church of England Men's Society, was laid before the executive at their last meeting. Although the guild has only been established for a few months, it has been already widely taken up, and the report showed that it was now established in 35 different stations, including Hongkong.

The Gazette notifies that the King has been pleased to give and grant unto Sir Robert Hart, Bt., G.C.M.G., Inspector-General of Chinese Imperial Maritime Customs, His Majesty's Royal licence and authority to accept and wear the Grand Cross of the Order of the Dragon of Annam, conferred upon him by the French Republic in recognition of valuable services rendered by him.

In view of the increased number of disputes between Christian converts and the masses in the various provinces H.E. Yuan Shih-kai, president of the Wah-wai, proposes to establish a Chiao Wu Chai, or Bureau of Missionary Affairs, which will be charged with the settlement of all missionary questions. A memorial will shortly be presented to the Throne on the subject.

The Hongkong Canton and Macao Steamboat Company, having recently purchased the Wing Lok Street Wharf, situated at the junction of Wing Lok Street, Des Voeux, and Connaught Road West, it is arranged that the steamer "Poon" will depart from this wharf commencing from tomorrow (Wednesday). The Macao steamer "Sui" is now using the wharf and is to depart Sunday. Exceptions by this vessel will depart from and arrive at the Wing Lok Street Wharf.

Chamber of Commerce Election.

THE LEGISLATIVE COUNCIL VACANCY.

MR. MURRAY STEWART NOMINATED.

A special meeting of the members of the Hongkong General Chamber of Commerce was held this afternoon, to nominate a member to fill the place of the Hon. Mr. E. A. Hewitt, during six months' leave of absence granted to him by His Excellency the Governor.

The Hon. Mr. Murray Stewart occupied the chair, and there were present—Messrs. D. R. Law, G. H. Medhurst, A. Fuchs, H. E. Tomkins, G. Friesland, E. Shellen (Committee); E. A. M. Williams (Secretary), Messrs. H. E. R. Hunter, C. C. Moxon, E. H. Hinds, J. W. C. Bonnar, Ho Fook, Murray Stewart, H. W. Lusk, A. S. D. Coulland, H. P. White, D. W. Craddock, J. S. Gubbay, A. Beattie and W. E. Clarke.

The Secretary read the notice convening the meeting.

The Chairman read the letter from the Colonial Secretary inviting the Chamber to nominate a member to replace Mr. Hewitt. He said that, on receipt of that letter, a meeting of the Committee was held and it was decided to call a general meeting of members. There was only one nomination sent in and that was in favour of Mr. Murray Stewart, proposed by himself and seconded by Mr. D. R. Law. In putting forward Mr. Murray Stewart as the representative of the Chamber of Commerce for H. E. the Governor's approval it was unnecessary for him to make a long speech. Mr. Stewart was better known to the members than to himself, and he felt sure they would unanimously approve his election. To Mr. Murray Stewart they would have a representative who would bring to bear great industry in the discharge of his duties and would command great respect. He would give expression to their needs absolutely fearlessly and without seeking favour.

Mr. D. R. Law had great pleasure in seconding the Chairman's motion.

The Chairman then invited Mr. Murray Stewart to accept the nomination.

MR. MURRAY STEWART'S PRO-GRAMME.

Mr. Murray Stewart, who on rising was received with loud applause, said:—In accepting the invitation of the Committee to stand for election to-day, I did not lightly estimate the responsibility attaching to the temporary occupation of the seat on the Legislative Council. That responsibility assumes, in my eyes, a double aspect. It involves exposition of the views of the Chamber on purely commercial matters, as these are to be found focused at the deliberations of the Committee. It also involves the attentive consideration of all legislative proposals affecting in any way the interests of the community as a whole. You want, I take it, a delegate, but not a mere delegate. You distinguish him from that by the title of representative. From the fact that your Committee put no questions regarding my views on current topics, I gather that they, and I hope that you, believe in having a free and not a fettered man in the position. The Committee assumed that I understood, and would be prepared to perform, the duties of the Chamber's delegate. For the rest, presumably, they had confidence that I would carefully fulfil the functions of a critic. (Applause.) It is no blind confidence that they thus repose, I do not hide my opinions. They know my views on many matters and can judge fairly well what my attitude would be on most others. They know, broadly, the lines that I am likely to take up. Some of you may not. Some of you may want to know. Clearly every member has a right to know. Home folk are conveniently tickled—Tory, Liberal, Socialist. Here, unless you happen to know a man, it is perhaps not so easy to estimate his opinions. I will risk an attempt to indicate my attitude in a sentence. My mind derives its bias, in local questions involving political considerations, from reflections arising out of the unique situation occupied by this Colony. I am biased, for instance, in favour of maintaining the undivided authority of the Crown over our Municipal affairs. I claim to have an open mind on many topics, but as regards that I have a settled conviction. It has always appeared to me that the special circumstances of our environment supply quite a number of good and sufficient reasons against instituting experiments in the methods of popular government. On the other hand, an older faith in the democratic principles which I believe to be inapplicable here, keeps me very much alive to the value of enlightened criticism of the official acts of public men, and I sympathize with those who deplore the lack of it. There is no lack of other kinds of criticism. Criticism based upon insufficient knowledge of ascertainable facts is not uncommon. And unfortunately we are only too familiar with unfairness in attacks upon our Public Servants. With all this we could beneficially dispense. But we all need and we should all want criticism having truth for its objective and urbanity for its note, and unless I am much mistaken the responsible officials of the Government at all times welcome it. As far as can be foreseen at present the probability is that, during the period of Mr. Hewitt's absence, opportunities for criticism will chiefly occur in connection with the passage of the Bill at present before the Council. Though, as I indicated, I find myself in sympathy with the main principles of that Bill, I shall support whatever amendments appear to me to be necessary in order to render effective those recommendations of the Salpiary Commission, which, after hearing them debated, I approve. I regard the colossal work done by that Commission as, in many respects, most valuable, especially in respect of the check administered to corrupting influences, and I am not one of those (I believe few) who imagine that the Salpiary Commission is the only source of other work, in impossible of improvement.

shall support, whenever possible, the views of the unofficial members of the Salpiary Board, but beyond this I shall hope that when the present Bill is passed it may be the last of its kind for many a day. It seems to me that our main concern with Salpiary and Building Ordinances at the present time, is to get a rest from new ones. I conceive it to be the case that harm to the prosperity of the Colony arises out of uncertainty as to the conditions under which property is held. Our great need is for a sound law, honestly administered over a long period, and our best hope is that when the present Bill becomes law it will supply this need. I have thus lightly touched upon the only question which can be said to burn at the moment. On the principle of not crossing bridges until you come to them, I omit mention of others which may possibly crop up. Should difficult questions arise, I shall devote myself to the study of them. In the result I am not so inexperienced as to suppose that I can please everybody. I should have to be several sorts of different kinds of men to do that. I do not even aspire to fulfil the hopes of each of the several parties in our little State, but if you elect me I dare say I shall not disappoint them all. I can promise you that in any criticism of the constituted authority, which I may be called upon to make, I shall try to avoid rancour, and that, at the same time, it will be my endeavour to maintain an attitude of outspoken independence (applause). When the Government appear to me to be wrong I shall say so, and when I think they are right I shall also say so. This latter perhaps requires the greater courage of the two. In any case, if you elect me, I shall draw courage from your confidence and a double supply on occasion when I can ascertain that not only does the collective wisdom of your Committee endorse the views I advocate, but when I can feel that I have the most influential association in the Colony in a solid body at my back. Up to now I have not asked any member his vote. I made up my mind that even if opposed I would not canvas. This resolve was not the outcome of false pride. It was due to a desire to do as I would be done by. I prefer to attend an election with my mind open and my will free. I like to preserve my liberty of choice up to the last moment of the time appointed. Now that time has come, and now, gentlemen, I make bold to ask you, one and all, for your votes. (Applause.)

The Chairman then put the motion to the meeting which was unanimously carried with acclamation.

This concluded the business.

THE AMENDING PUBLIC HEALTH BILL.

A CHINESE TRANSLATION WANTED.

At a meeting of the Commercial Union this afternoon, it was decided to request the Hon. Dr. Ho Kai to approach the Government with a view of having a translation of the amending Public Health Bill made at the Registrar-General's Office. The resolution further embodied the desire that Government be requested to publish, in future, a Chinese version of all Bills of importance relating to the Chinese community.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 17th at 11.40 A.—The barometer has fallen quickly over S.W. Japan, a depression which will probably move Eastwards, having developed over the S. part of the Yellow Sea.

Pressure is increasing over China, and it remains high over the Pacific to the E. and S.E. of Japan.

The monsoon will probably freshen in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. to N.E. winds, freshening; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Loochoo, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

5.—Lottery tickets in kind will accompany each lot of yarn exported inasmuch as they will be found inside the bundles. All shipping documents granted by the steamer will be handed to this Association, which will forward same to the distributing office or agents for transmission to the rightful owners.

If in any port where lotteries are illegal this Association will think of other means to give prizes.

6.—Each ticket shall be divided into forty parts.

7.—The numbers of the lottery tickets will be recognised. Residents in Japan will not be entitled to purchase them.

8.—At each drawing there will be given prizes as follows:—

1st prize—80 bales 165 Japanese yarn worth Y10,000.

2nd prize. Each 24 bales 165 Jap. yarn worth Y5,000.

3rd prize. Each 4 bales 165 Jap. yarn worth Y500.

4th prize. Each bale 165 Jap. yarn worth Y125.

5th prize. Each 1 bale 165 Jap. yarn worth Y62½.

100th (10th) prize. Each 1 bundle 165 Jap. yarn worth Y10.

7th prize. Holders of tickets for these prizes will receive sets of picture postcards.

9.—There will be a drawing once every two months. The date shall be fixed within two months from the date of issue of the tickets.

10.—The lotteries will be drawn in the same way as the lotteries in Formosa and elsewhere similar to those in Formosa have been acquired which are above board.

11.—After the drawing the winning numbers will be published in the newspapers or notified to the public in some other manner.

12.—All prizes above the 5th prize can be obtained by applying to the distributing office at Shanghai; the 5th prize and those under can be obtained at the following places:—Tientsin, Hongkong, Newchwang, Chefoo, Tsingtau, Hankow, Seoul, Fusan, Pingyang.

The distributing office of this Association and its agencies are at liberty to give prizes (from and below the 5th) in exchange for them.

13.—Prizes will be given in exchange for winning tickets 15 days after the winning numbers are published.

14.—Holders of winning tickets can obtain their prizes through the Post Office, but they must pay all charges.

15.—Holders of winning tickets must claim their prizes within one year from date of publication of winning numbers; otherwise they forfeit their right thereto and the tickets will be considered null and void.

16.—If the lottery tickets should be so defaced as to render them unrecognisable, or any of the important parts obliterated or torn, they will be considered as waste paper.

17.—Forms of these tickets will be open to public inspection at the distributing office and the agencies.

These regulations shall come into force from the 1st day of the 3rd moon of the 11th year of Ming-chi (1st March, 1908), but any yarn which has already been imported to any port before that date and remained unsold will be entitled to lottery tickets.

Every bale of yarn exported during the 3rd and 4th moons by the members of this Association will contain two sets of regulations relating to the lottery tickets.

The Yarn Trade.

JAPANESE COMPETITION.

"ENCOURAGEMENT" TO CHINESE DEALERS.

The prospects of a lottery have been issued by the Japan Cotton Spinners' Association for the encouragement of purchases of cotton yarn manufactured in Japan. The prospectus, which is printed in Chinese, has been widely circulated to all native dealers in yarn in the Colony. A copy has reached us. In view of the far-reaching effects which the Japanese scheme might have on an important branch of trade in Hongkong, we have obtained a literal translation of the document by a competent Chinese scholar. In our editorial column will be found some comments on this new method employed by the Japanese to compete with foreign merchants and traders. The translation is as follows:—

The various cotton spinning and weaving companies in Japan which are members of this Association have during recent years made remarkable progress, and introduced reforms day by day. They have selected the finest quality of raw materials, and adopted the best and most perfect spinning appliances. Indeed they have made everything perfect and excellent. Hence the quality of their yarn has improved day by day. Their reputation has now been known throughout China and foreign countries, and their yarn has found a market all over the globe. This Association feels greatly honoured thereby. Twenty-six years have now elapsed since this Association was formed, and during all that time, it has done its utmost to promote the welfare of the various cotton spinning and weaving companies. Thanks are due to the patronising gentry and merchants whose appreciation has brought about the prosperity which prevails to-day. Not only will this be a source of glory to this Association, but the various cotton spinning and weaving companies which are members of the Association also share in the gratification.

Since our customers have all along been good enough to bestow their patronage on us, how dare we make no attempt to requite their kindness. Therefore this Association proposes to issue lottery tickets in kind in connection with the yarn of various grades manufactured by the various cotton spinning and weaving companies which are members of this Association. Full particulars are given below. The object of this association is not to make money, but to expand the trade. It is earnestly hoped that the gentry and merchants will appreciate our intention, and increase their patronage to us, so that the trade in Japanese yarn may advance by leaps and bounds, and then this Association will ever feel glorified.

Notice issued by the Japan Cotton Spinning and Weaving Association, Osaka, Japan.

Distributing office of the association at No. 5 Foochow Road, Shanghai.

Agencies:—

- Tientsin.....Mitsui Bussan Kaisha.
- Tientsin.....August Michels.
- Hankow.....Japan Cotton Trading Co., Ltd.
- Newchwang.....Mitsui Bussan Kaisha.
- Chefoo.....Mitsui Bussan Kaisha.
- Fusan.....
- Seoul.....Mitsui Bussan Kaisha.
- Hongkong.....Mitsui Bussan Kaisha.
- Pingyang.....

Regulations governing lottery tickets in kind to be issued by the Japan Cotton Spinning and Weaving Association.

1.—Commencing from the 1st day of the 3rd moon of the 11th year of Ming-chi corresponding to the 30th day of the 1st moon of the 30th year of Kwongsu (1st March 1908) every bale of our yarn whether of 20 spinnings or under 20 spinnings will, when exported to any port, contain a lottery ticket in kind, 40 bundles being taken as a bale in the case of foreign yarn (Japanese yarn being packed in bales of 20 bundles each).

2.—Upon the exportation of yarn containing such lottery tickets, the spinnings, the number of bales and bundles, the name of the vessel and the port of destination will be furnished to this Association for the purpose of registration.

3.—Every bundle of yarn of any grade exported by the members of this Association will contain one part of a lottery ticket in kind.

4.—All matters connected with the lottery tickets in kind will be attended to by the Association's distributing office at No. 5 Foochow Road, Shanghai.

5.—Lottery tickets in kind will accompany each lot of yarn exported inasmuch as they will be found inside the bundles. All shipping documents granted by the steamer will be handed to this Association, which will forward same to the distributing office or agents for transmission to the rightful owners.

If in any port where lotteries are illegal this Association will think of other means to give prizes.

6.—Each ticket shall be divided into forty parts.

7.—The numbers of the lottery tickets will be recognised. Residents in Japan will not be entitled to purchase them.

8.—At each drawing there will be given prizes as follows:—

1st prize—80 bales 165 Japanese yarn worth Y10,000.

2nd prize. Each 24 bales 165 Jap. yarn worth Y5,000.

3rd prize. Each 4 bales 165 Jap. yarn worth Y500.

4th prize. Each bale 165 Jap. yarn worth Y125.

5th prize. Each 1 bale 165 Jap. yarn worth Y62½.

100th (10th) prize. Each 1 bundle 165 Jap. yarn worth Y10.

7th prize. Holders of tickets for these prizes will receive sets of picture postcards.

9.—There will be a drawing once every two months. The date shall be fixed within two months from the date of issue of the tickets.

10.—The lotteries will be drawn in the same way as the lotteries in Formosa and elsewhere similar to those in Formosa have been acquired which are above board.

11.—After the drawing the winning numbers will be published in the newspapers or notified to the public in some other manner.

12.—All prizes above the 5th prize can be obtained by applying to the distributing office at Shanghai; the 5th prize and those under can be obtained at the following places:—Tientsin, Hongkong, Newchwang, Chefoo, Tsingtau, Hankow, Seoul, Fusan, Pingyang.

The distributing office of this Association and its agencies are at liberty to give prizes (from and below the 5th) in exchange for them.

13.—Prizes will be given in exchange for winning tickets 15 days after the winning numbers are published.

14.—Holders of winning tickets can obtain their prizes through the Post Office, but they must pay all charges.

15.—Holders of winning tickets must claim their prizes within one year from date of publication of winning numbers; otherwise they forfeit their right thereto and the tickets will be considered null and void.

16.—If the lottery tickets should be so defaced as to render them unrecognisable, or any of the important parts obliterated or torn, they will be considered as waste paper.

17.—Forms of these tickets will be open to public inspection at the distributing office and the agencies.

These regulations shall come into force from the 1st day of the 3rd moon of the 11th year of Ming-chi (1st March, 1908), but any yarn which has already been imported to any port before that date and remained unsold will be entitled to lottery tickets.

Every bale of yarn exported during the 3rd and 4th moons by the members of this Association will contain two sets of regulations relating to the lottery tickets.

11.—The lottery will be drawn in the same way as the lotteries in Formosa and elsewhere similar to those in Formosa have been acquired which are above board.

12.—After the drawing the winning numbers will be published in the newspapers or notified to the public in some other manner.

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Every bale of yarn exported during the 3rd and 4th moons by the members of this Association will contain two sets of regulations relating to the lottery tickets.

COMMENTS IN JAPAN.

Mention has already been made in our columns of the Japan Cotton Spinners' Association for the encouragement of the purchases of Japanese yarn in Shanghai. By this scheme it is proposed that purchasers of Japanese yarn in Shanghai shall be entitled to tickets, according to the amount of their purchases, the possession of which would enable them to participate in a lottery for money prizes. A protest having been made by the Shanghai Consular Body against this lottery, the scheme of the Japan Cotton Spinners' Association has received a check; but, still undaunted, the Spinners have decided to continue the lottery system but to award the prizes in yarn instead of money, reports the *Japan Chronicle*. The drawings are to take place every second month at Shanghai, and the prizes offered will amount to Y50,000, being divided into 2,243 prizes as follows:—First prize valued at Y10,000; second, Y3,000; ten third prizes of Y500; thirty fourth prizes valued at Y125 each; 100 fifth prizes at Y62½, and 1,900 sixth prizes, value Y10 each.

The Osaka branch of the Mitsui Bussan Kaisha is reported to have received a telegram from its Shanghai branch stating that, apart from the project of the Consular Body, many of the yarn merchants of Shanghai are strongly opposed to the introduction of such an element of gambling into business methods. The telegram advised the Spinners' Association to abandon the scheme altogether.

It seems, from the *Osaka Mainichi*, that the Association anticipated that their scheme might meet with opposition at the hands of the British Consulate at Shanghai, if only for the protection of Indian yarn. It would have been more charitable if the Association, knowing of the law in England with regard to gambling, had given the British Consulate credit for some conscientious scruples on such a doubtful scheme. The *Mainichi* goes on to suggest that opposition is also offered, because Shanghai yarn will be affected, and the majority of the shareholders of Shanghai Spinning Companies being yarn merchants, their opposition to the scheme is natural. The Japan Spinners' Association, however, stands firm on its decision, and Mr. Shoji, Secretary of the Association, is leaving Osaka in a few days for Shanghai to see to the issue of the lottery tickets.

The money for this gambling scheme is to be raised by the sale of Japanese yarn in raised by a fund subscribed among the spinning mills. The agreement is that each spinning mill in the Association which produces coarse yarn valued at 20¢ and above shall contribute 5¢ towards the fund on each bale produced and 35¢ on each bale exported. It is proposed that the scheme shall be in force for one year.

A New York dispatch of 11th inst. says:—A message by wireless telegraphy sent by the Pacific Fleet off Acapulco, Mexico, has been received at Yencia in Florida. This constitutes a record in distance covered by naval wireless telegraphy.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI RATEPAYERS' MEETING.

THE PRESS TO BE ADMITTED.

[From Our Own Correspondent.]

Shanghai, 17th March, 12.30 p.m.

As the result of a special resolution which has been adopted by those connected with the forthcoming meeting of ratepayers in Shanghai, it has been decided that the Press will be admitted in order that the proceedings may be adequately recorded.

NANKING RAILWAY.

FORMAL OPENING NEXT MONTH.

[From Our Own Correspondent.]

Shanghai, 17th March, 12.30 p.m.

The railway connecting Shanghai with Nanking will be formally opened for passengers and goods traffic on the 1st April next.

SHANGHAI TRAMWAYS.

THE FIRST FATALITY.

[From Our Own Correspondent.]

Shanghai, 17th March, 12.30 p.m.

The first fatality since the Shanghai tramway service was inaugurated recently took place yesterday afternoon.

The New British Patent Laws.

London, 15th March.

Mr. Lever, M.P., speaking at Port Sunlight, said that, owing to the new British Patent laws, the German Aniline Company Bayers, with a capital of £13,000,000, had purchased a site in Cheshire which was likely to become the first manufacturing centre in the kingdom.

The Chartered Company.

The Chartered Co. has created £1,750,000 second debentures at 5½ per cent, to offer shareholders £1,000,000 *pro rata* stock repayable on the 1st February, 1928, and certain special privileges.

Later.

The Macedonian Question.

It is thought, in Constantinople, that the Porte's renewal of the Mandates to the Foreign Agents was expedited by Sir Edward Grey's proposal for a Governor-General of Macedonia.

Prince Kumi in Europe.

Prince Kumi is visiting King Alfonso.

A RICH HAUL.

MAIDSERVANT'S ROYAL ROAD TO LOVE.

A serious charge of theft was preferred against a maidservant and a coolie at the Police Court this morning. It appears that Ho Mi was in the service of a Chinese lady named Wong Shui Tung, residing at 184, Wing Lok Street, while Kwok Ping, of 42, Eastern Street, is her favourite suitor. Evidently with the intention of providing against the proverbial rainy day, and possibly in the hope of cementing the affections of her lover, Ho Mi decided to rid her mistress of much of the latter's superfluous money and jewellery. She therefore took her possession of a whole lot of valuables, worth altogether the sum of \$1,111, besides two promissory notes for \$3,000, Hankow Railway Scrip worth \$105, and \$55 in hard cash. The jewellery included a diamond ring, seven gold rings, four pearls, two jade-stone ear-rings, a pair of gold rimmed spectacles, a gold hair press, a gold button, two pairs gold ear-drops, two ear-picks, gold locket, two gold pendants, three gold ornaments, two sovereigns, and a ten-yen gold piece. Altogether the jewels and valuables which she appropriated amounted to the sum of \$5,000. When charged at the Police Court today both the accused pleaded guilty. The Magistrate, Mr. Gompertz, imposed a sentence of six months' hard labour and further ordered that the man should be exhibited in the stocks for six hours.

When, in 1903, Lord Lansdowne made the unaccepted offer to the Zionists of land in East Africa for a Jewish Colony, it was proposed that a Jewish official should be appointed as chief of the local administration. Had the scheme attained fruition, writes a correspondent, Sir Matthew Nathan, formerly Governor of Hongkong, and now Governor of Natal, would have occupied the post. Sir Matthew states that he would have been quite willing to accept the position of Governor of the settlement.

CANTON DAY BY DAY.

A LARGE ORDER FOR REVOLVERS.

[From Our Own Correspondent.]

Canton, 14th March, 1908.

Two thousand pieces of revolvers ordered by the Canton Shao Hui Chu through Messrs. Arnold Kerberg & Co., of Shanghai, have recently arrived here and the Chu is making arrangements for the delivery of the firearms.

CHEAP RICE.

A deputation will be selected to-morrow at the office of the Canton Chinese General Chamber of Commerce to proceed to Hongkong to approach the officials of the Tung Wah Hospital to solicit their help in the work of the distribution of cheap rice to the poorer class of the people of this city. The officials of the Hospital will, no doubt, do all in their power to aid the people of Canton in their good work.

It has from time to time been reported that the price of rice here has risen considerably within the past few months, and that a famine was feared. On the other hand, the authorities of the sister province of Kwangsi have again recently enforced the prohibition on the export of the staple commodity to Canton. Yesterday, H. E. the Viceroy wired to the Governor of Kwangsi beseeching him to take pity on the people of the neighbouring province and requesting him to allow only the officials of the Cheap Rice Disposal Bureau to export 50,000 sacks of rice to Canton from Pingchow and Wuchow, in that province. In the same telegram H. E. stated that the permission to export the above quantity would not be exceeded.

MILITARY SCHOOLS.

A German military officer arrived here a few days ago, and has visited the various Chinese military schools and colleges here to witness the students going through their daily routine of drilling, etc.

RIVER PATROL.

Besides those Government launches placed along the West River for patrolling service, three other launches have now been despatched to patrol along the coast of the districts of Heungshan and Sanui.

16th March.

THE "TATSU MARU" AFFAIR.

As the people here are greatly agitated over the question concerning the arrest of the Japanese steamer *Tatsu Maru* H.E. the Viceroy has now issued a proclamation to the public, with a view to preventing the people from creating any unnecessary trouble over the case. The following is a free translation of the proclamation:—The Japanese steamer *Tatsu Maru* No. 2 with arms and ammunition on board was discovered in the act of preparing to unload her cargo in Chinese territorial waters and was hence arrested by a Government gunboat by order of the Superintendent of Customs (the Viceroy). The Viceroy has, several times, communicated with the Japanese Consul here in order to effect a settlement in conformity with the Customs regulations, and at present the Ministry of Foreign Affairs at the Capital is also engaged in negotiations with the Japanese Minister there over the question. It is not certain for the present whether a third power will be appointed as mediator in settling the case. But the said Ministry and the Canton Viceroy should do their utmost in bringing about a satisfactory conclusion, so that the people should remain peaceful in watching the progress of negotiations and keep the public peace without being agitated in any way concerning the question. [The case has been settled and the vessel released as reported yesterday—Ed., H.K. T.]

It has been reported that at the first meeting in connection with the question of the arrest of the *Tatsu Maru*, at the headquarters of the Canton Self-Government League, a telegram was drafted and forwarded to the Central Government at Peking. As the message was worded in very strong terms the Central authorities at the Capital have instructed the Canton Viceroy to punish the members of the League for their despatch.

A BENEVOLENT ACT.

Yesterday at a meeting held in the Oi Yuk Charitable Institution in connection with the proposed distribution of cheap rice to the poorer class of the community, the Kwangchow Prefect, Chan Mome Taang, subscribed \$1,000 towards the funds for the purpose.

A CAVALRY CORPS.

As a large number of raw recruits has, during the past two years, been enlisted for training and forming into regiments, a few military officers have now been sent to proceed to the provinces of Kwangsi, Kweichow and Yunnan to purchase a number of ponies and to bring them back to this port for the use of the newly-trained cavalry corps.

ALLEGED MURDER OF A CHINESE BARBER.

A REWARD OF \$150 OFFERED.

On the 3rd March last a Chinese barber was found dead on the Taipo Road, above the six-mile stone. On examination it was discovered that he had evidently been murdered, his throat being terribly lacerated, while there were other signs that a severe struggle had taken place before he had succumbed to his injuries. The police authorities took the matter in hand, but so far their inquiries have not resulted in any clue being discovered which would lead to the arrest of the murderer. It is believed, however, that the barber was the victim of the Triad Society's agents, whose hostility he had incurred. Accordingly the police have decided to offer a reward of \$150 to anyone who would come forward and give such information as may lead to the apprehension and conviction of those concerned in the commission of the crime. The Inspector McJarry, of San-shui-po Police Station, is in charge of the case, and hopes are entertained that the reward now offered will result in the detection of the culprits.

SANITARY BOARD.

FORTNIGHTLY MEETING.

The fortnightly meeting of members of the Sanitary Board was held this afternoon, when the following business was transacted:—

BASEMENT BY-LAWS.

The M.O.H.'s minute recommending the amendment of the Basement Bye-laws is as under:—

5th March, 1908.

Sir,—I beg to recommend that the Board amend the Basement Bye-laws by deleting sub-section 1 of Bye-law 1 (page 88). It will be seen that sub-section 2 provides for the required window area into external air, and that sub-section 3 prevents any basements with a deck abutment being occupied. So many basements are just ground floors with a small abutment that the effect of sub-section 1 is too drastic. Section 26, sub-section 2 gives us power to deal with any undesirable basement as unfit for habitation. In Bye-law 2, if the Board approve my suggestion, it will be necessary to delete the words from "fronts" in line 4 to "room" in line 7, and I would suggest adding at the end of this Bye-law the following:—"and is let, ventilated and maintained in a sanitary condition to the satisfaction of the Board."

LIMEWASHING AT SHEUNG SHA PO VILLAGE.—In reference to the question of limewashing of houses in the Sheung Sha Po village, at Kowloon, the following minutes appeared:—

Mr. Shelton Hooper—There seems to be some mistake as to the last time the houses were limewashed. The President says they have not been done for three years. The M.O.H. says in his minute of 13/9/07 they have been whitewashed once a year for the past three years.

Mr. Lau Chu Pak—General cleaning without limewashing should be sufficient. The village is too poor to pay for limewashing.

The Registrar-General—I agree with Mr. Lau for this year.

HONGKONG IN PARLIAMENT.

HONGKONG AND NEW ZEALAND MAIL CONTRACTS.

(Feb. 10.) In answer to Mr. Harold Cox, Mr. Buxton said:—The contract with the Canadian Pacific Railway Company for the conveyance of mails to Canada and the Far East expires April 6. The question of its renewal for a limited period and under certain conditions has been raised by the Canadian Government, and is now under consideration. Any proposal for the renewal of the contract, if any, will necessarily be submitted to the House.

THE PENNY R. ST.

(17th.) In reply to Mr. Freeman Heston, Mr. Buxton said:—There is at present a penny post for letters between this country and the agencies maintained by the Hongkong post office at Shanghai and other places in the Chinese Empire. That Empire has not yet joined the Postal Union, and the position of the Hongkong agencies is, therefore, different from that of the British agencies in the Ottoman Empire, which, like Great Britain, is a member of the Union. Having regard to this and other circumstances of the case, it is not intended at present to extend the penny rate to these offices.

JAPAN AT SEA.

THE GROWTH OF HER MERCHANT SHIPPING.

To those who have not followed the commercial as well as the belligerent development of Japan in the last few years, Sir Thomas Sutherland's statement made recently at the annual meeting of the P. and O. Company, "That the whole of their colonial trade between Bombay and Japan had been wiped out by their Japanese competitors," must have come as a surprise, if not incredible, fact. But while the rising power and efficiency of the Japanese Imperial Navy have engaged public attention, the concurrent steady growth and enterprise of Japanese merchant shipping have almost escaped notice.

Along these two different lines of defence and commerce, Japanese power at sea has been developed hand in hand, from the very beginning of the outward movement which Japan began to make when the visit of Commodore Perry in 1854 broke down her two centuries of isolation. That

POLICY OF ISOLATION had been initiated by the decree of the Shogun Iyeyasu in 1636 ordering the destruction of the vessels which William Adams, the English sailor shipwrecked there in 1600, had taught the Japanese to build and rig on the European model. The same decree ordered by Japanese junk to be reduced to a third of their size, and only small junks for coasting purposes were permitted to be built in future, so that lacking vessels for deep-sea and long voyages all intercourse with foreign countries was rendered impossible. The end of that era of seclusion in 1854 was marked by the withdrawal of this ancient veto, and the Shogunate built a vessel—well-named the Phoenix—on European lines. From the squat native junk, with its single square sail, Japan passed immediately to the possession of twin-screw steamships purchased from Europe. Government subsidies to the Kaito Kaisha, the first Japanese steamship company, enabled the establishment of a regular service between Tokyo and Osaka in 1868. Dockyards were built, and European sailors engaged to teach navigation.

JAPAN'S LITTLE WAR with Formosa in 1874 compelled the Government to purchase thirteen steamers from Europe for transport, and when peace was restored the vessels were utilised to establish a regular service between Japan and Shanghai. In 1876 the Government banded over its twenty steamers to the Mitsubishi Kaisha (Five Diamonds Shipping Company), and by a grant and subsidy the company was enabled to buy up the Yokohama-Shanghai service and ships of the Pacific Mail S. S. Company and American business. The Sagami Rebellion in 1877 again compelled the Government to

purchase more ships from abroad, and when their military use had ended they were added to the Japanese merchant navy. Lighthouses were erected round the coast, harbours constructed and a new shipping company was established by Government aid. But in 1885 this company and the older Mitsubishi Kaisha were amalgamated into the now well-known Nippon Yusen Kaisha, the premier shipping company of Japan. At the same time a law was made forbidding the construction after 1887 of any ships of over one hundred tons, so that by this means the clumsy native boats were doomed to die out, and be replaced by vessels of European build. In 1893 was begun between Bombay and Japan the regular steamship service which has now monopolised the carrying trade between the two countries. Occasional voyagers were also made to Hawaii and Australia for the carriage of Japanese coolie emigrants.

AGRICULTURE.

THE CHINO-JAPANESE WAR of 1894-5 stimulated the development of Japan's merchant shipping. Some additional vessels were purchased from abroad, and these, with the country's existing mercantile marine, accomplished the transport of 120,000 fighting men, with 100,000 porters, coolies and stores, from Japan to the seat of war. In the main these vessels were officered, as well as manned by Japanese, and this exhibition of seamanship by a nation whose only vessel until thirty years before had been the squat square native junk, ranks equal with the courage and fighting ability displayed by the Japanese Imperial Navy at the same time.

The conclusion of the war and the establishment by Japan of her place among the Great Powers of the World were marked by further developments in her merchant shipping. A system of

GENEROUS GOVERNMENT SUBSIDIES was established in 1896 to encourage the building and running of steamships. Larger vessels of the most modern design and serviceable power were built or purchased, and various new shipping companies came into existence. Hitherto Japanese shippers had confined their services to the immediate waters of the Far East, to North China, to the Yangtze River, to Manchuria and Vladivostok, and one service to Bombay. Further extensions followed, and under contract with the Japanese Government the Nippon Yusen Kaisha established a regular fortnightly mail service to Europe, London and Antwerp being the ultimate ports, and calls being made at Hongkong, Singapore, Colombo, Suez, and Marseilles. Another company, the Toyo Kisen Kaisha, maintains a regular line of steamers between Yokohama and San Francisco, and also between Yokohama and South American ports. Another regular Japanese service across the Pacific is between Seattle, in British Columbia, and Yokohama, and a line of Japanese steamers maintains a monthly service from Yokohama to Brisbane and Sydney.

THE ATLANTIC

is now, indeed, the only ocean not traversed by a line of Japanese steamships, and in that respect alone is incomplete the circle of ships by which Japan has established and now maintains constant communication with every point of the world, from which, until forty years ago, she had religiously secluded herself. In 1870 her entire mercantile marine consisted of only 18,000 tons (gross) of shipping, with merely sixty-three vessels of European model, and only three of these over one thousand tons each. To-day the Japanese mercantile marine approaches 1,500,000 tons. She has 185 private building yards, with the capacity of turning out steamers of 7,000 or 10,000 tons butthen.

Particularly amazing is the enormous development made during the last few years. For instance, in 1901 the number of her population engaged in shipping was only 38,000. In 1904 it had risen to 207,000. Again, in 1901, only 2 per cent. of the imports to Japan were carried by Japanese vessels, and only 12 per cent. of her exports were so shipped. Two years later, in 1903, Japanese ships carried 34 per cent. of her imports and 40 per cent. of her exports. *Pall Mall Gazette.*

SHANGHAI OPIUM DEN.

Sir H. Cotton asked the Secretary of State for Foreign Affairs whether the retention of 1,500 opium dens within the British settlement of Shanghai was entirely dependent on the annual meeting of ratepayers of the settlement, which would be held in March; whether the ultimate control over the municipal council and responsibility for the settlement rested with His Majesty's Government, under whose authority alone the settlement had any existence in China; and, if so, whether, having regard to the decision of His Majesty's Government to support and encourage the anti-opium policy of the Chinese Government, even though it might cost us some sacrifice, His Majesty's Government would now take steps, before the meeting of ratepayers in March, to ensure that the municipal council at Shanghai should follow the example of the Chinese authorities in the native city of Shanghai and close all opium dens in the British settlement without delay.

Sir E. Grey: The retention of the opium dens in the settlement is, in the first resort, a matter for the decision of the municipal council, who are elected by the ratepayers. The ultimate responsibility for the good order of the settlement, which now has an international character, rests not only with His Majesty's Government, but with the other Treaty Powers in China. The council have already been informed of the desire of His Majesty's Government that the *bona fide* efforts of the Chinese authorities to diminish the consumption of opium should be encouraged and supported as far as possible, and the council have decided to refuse applications for new licences. The council having intimated that they cannot go beyond the refusal of applications for new licences without the authority of the ratepayers, His Majesty's Government consider it advisable to await the result of the meeting to be held next month before taking further action in the matter.

Co-day's Advertisement.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

H. Company's Steamship

"HAICHING"

Captain Hodgins, will be despatched for the above ports, on FRIDAY, the 20th instant, at 10 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 17th March, 1908. [373]

ACCIDENT TO THE BATTLESHIP "ASASHI."

The battleship *Asahi*, which left Tsu, Mie prefecture, on the 3rd instant for Yokohama, met with a slight accident soon after starting. Captain Miyaji, in command of the battleship, reports that at 3.30 p.m. on the 3rd instant he felt the ship touch a rock. This rock, which is said to be unmarked on the Government charts, is about eight miles south-west of Irakasaki, Mikawa province. A search for the sunken rock was immediately instituted, and continued until sunset, but without result. The battleship was then put back to Tsu in order that an examination of the damage to the vessel's hull might be made. Some slight leakage of water was found on the starboard side of the engine-room, but this soon stopped.

A later dispatch from Captain Miyaji states that the damage to the ship is very slight, four or five rivets being loosened in a joint of the outer-plates below the engine-room on the starboard side. The ship is to proceed to Yokohama after temporary repairs have been effected by the crew. *Japan Chronicle.*

NAVAL GUNNERY.

CHINA SQUADRON TOP PLACE.

The official return of the gunlayers' tests of last year confirms the forecast that it would be found that the China Squadron had swept the board. In the heavy gunlayers' tests the following are the individual scores of the ships which fired:—*King Alfred*, flagship, 74.76 (second best shooting ship in the Royal Navy); *Bedford*, 60.70; *Mommoth*, 55.83; *Astron*, 54.04; *Kent*, 52.78; and *Flora*, 50.38. The average score for these ships was 59.783, which easily gave the squadron the top place in the return, the Atlantic Fleet and Second Cruiser Squadron coming next with a score of 44.967, and the Mediterranean Fleet and Third Cruiser Squadron third place with 42.990 points. In the tests with different descriptions of guns, with the 5 in. b. 1, marks VII, and VIII, the *King Alfred* made 95 hits out of 176 rounds with 16 guns, the *Astron*, on the same station, is first in order of merit with the 6 in. q.f., one run of one minute, 11 hits out of 15 rounds with two guns, and she also stands first with the 4.7 in. q.f., one run of one minute, making with eight guns 36 hits out of 79 rounds fired. In heavy gunnery of all ships of the fleet the *Achilles* stands an easy first of the 121 classified in the return, having a record of 76.31 points, while the *King Alfred* comes second with 74.76, and the *Prince of Wales* third with 61.98. The best shots for the second named vessel were H. Carter (leading seaman) and S. Dawson (leading seaman). The Admiralty, in their Blue Book, note with extreme satisfaction the further improvement in the results as compared with 1906, when the shooting showed a marked advance over previous years.

A further return issued by the Admiralty gives the result of the tests of gunlayers with light quick-firing guns in His Majesty's Fleet during last year. Both with 12-pounders and 6 and 3-pounders the China Squadron performed the best work, the average number of hits per minute being 6.993 with 12-pounders and 7.632 with 6 and 3-pounders. The best ship in the Fleet was the *Kent* of the China Squadron, which made 11.32 hits per minute with 12-pounders, and 12.73 with 6 and 3-pounders. Out of 707 rounds fired with 12-pounders the *Kent* made 83 hits. In another return giving the results of battle practice from torpedo-boat destroyers the China flotilla again heads the list with 87,876 points per man, the Mediterranean flotilla coming next with 41,997 points per man. The China flotilla also headed the list in the heavy gun-firing practice. The best results in the whole Fleet were those obtained by the *Otaru*, of the China flotilla, with a score of 105.30. With 12-pounders nine hits were scored out of 25 rounds fired, and with 6-pounders 62 hits were made out of 74 rounds fired. We trust that the China Squadron will hold its position in the future. Good gunnery began with that Squadron.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London-Bank T.T.	110/10
Do. demand	110/9 1/2
Do. 4 months' sight	110/13 1/2
France-Bank T.T.	236
Germany-Bank T.T.	451
India T.T.	141 1/2
Do. demand	142
Shanghai-Bank T.T.	74 1/2
Singapore-Bank T.T.	23 1/2
Japan-Bank T.T.	92
Yokohama-Bank T.T.	113 1/2
1 month's sight L/C	111 1/2
1 month's sight L/C	111 1/2
10 days' sight San Francisco & New York	46 1/2
1 month's sight do.	47 1/2
10 days' sight Sydney and Melbourne	41 1/2
1 month's sight France	242
6 months' sight do.	241 1/2
4 months' sight Germany	208
Bar Silver	91 1/2
Bank of England rate	51 1/2
Bar Silver	110 1/2

Intimations.



THE

ROBINSON PIANO

CO., LD.

AGENTS

FOR THE

FAMOUS

"VICTOR"

TALKING

MACHINES.

A comprehensive stock

OF

MACHINES & RECORDS.



HONGKONG, 27th February, 1908.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	9.30 a.m.	Every 10 minutes.
9.30 a.m.	11.00 a.m.	Every 15 minutes.
11.30 a.m.	12.45 p.m.	Every 15 minutes.
12.45 p.m.	1.15 p.m.	Every 10 minutes.
1.15 p.m.	1.45 p.m.	Every 15 minutes.
1.45 p.m.	2.15 p.m.	Every 10 minutes.
2.15 p.m.	3.00 p.m.	Every 15 minutes.
3.00 p.m.	5.00 p.m.	Every 15 minutes.
5.00 p.m.	8.00 p.m.	Every 10 minutes.
NIGHT CARS.		
8.45 p.m.	9 p.m.	9.15 p.m. to 11.15 p.m. every half hour.
SATURDAY.		
7.00 a.m.	9.00 a.m.	Every 15 minutes.
9.00 a.m.	9.30 a.m.	Every 30 minutes.
9.30 a.m.	10.30 a.m.	Every 15 minutes.
10.30 a.m.	11.00 a.m.	Every 10 minutes.
11.00 a.m.	12.00 noon.	Every 15 minutes.
12.00 noon	1.00 p.m.	Every 15 minutes.
1.00 p.m.	1.30 p.m.	Every 15 minutes.
1.30 p.m.	2.00 p.m.	Every 10 minutes.
2.00 p.m.	2.30 p.m.	Every 15 minutes.
2.30 p.m.	3.00 p.m.	Every 10 minutes.
3.00 p.m.	8.00 p.m.	Every 10 minutes.
NIGHT CARS as on Week Days.		
SATURDAY.		
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.		

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907.

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F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

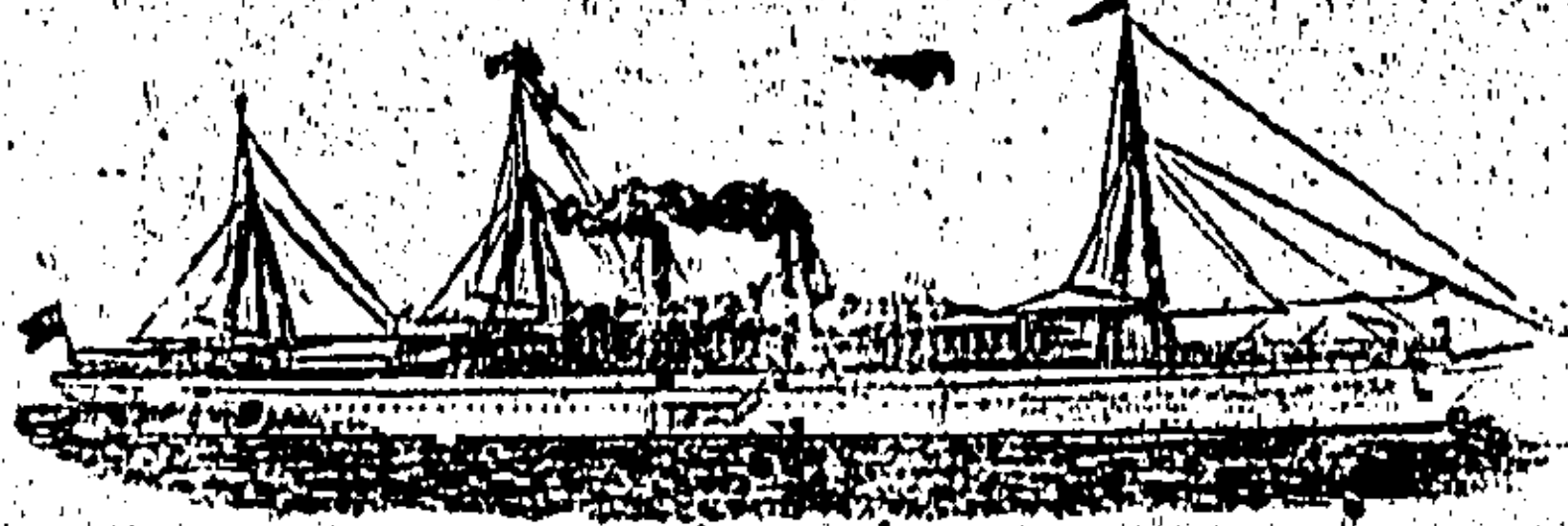
HARTMAN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMAN'S GREY PAINT,

DAILER'S PATENT MOTOR

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule of service under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days OCEAN TRAVEL.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

(Subject to Alteration.)

U.S.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF INDIA"	3,700	WEDNESDAY, Mar. 25th	April 23rd
"EMPRESS OF JAPAN"	3,700	THURSDAY, April 9th	April 27th
"EMPRESS OF CHINA"	3,700	THURSDAY, May 7th	May 16th
"EMPRESS OF AUSTRALIA"	3,700	THURSDAY, May 21st	May 29th
"EMPRESS OF AMERICA"	3,700	THURSDAY, June 4th	June 18th

S.S. "EMPRESS OF INDIA" and "EMPRESS OF JAPAN" are Freighters only and do not carry Passengers.
"EMPRESS OF CHINA" and "EMPRESS OF AUSTRALIA" are Freighters only and do not carry Passengers.
"EMPRESS OF AMERICA" is a Passenger Steamer.
"EMPRESS OF INDIA" and "EMPRESS OF JAPAN" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Passenger Steamer "EMPRESS OF INDIA," 14,500 tons, 14 days from HONGKONG to LIVERPOOL, 22 days from HONGKONG to LONDON, 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class, 41st Class, 42nd Class, 43rd Class, 44th Class, 45th Class, 46th Class, 47th Class, 48th Class, 49th Class, 50th Class, 51st Class, 52nd Class, 53rd Class, 54th Class, 55th Class, 56th Class, 57th Class, 58th Class, 59th Class, 60th Class, 61st Class, 62nd Class, 63rd Class, 64th Class, 65th Class, 66th Class, 67th Class, 68th Class, 69th Class, 70th Class, 71st Class, 72nd Class, 73rd Class, 74th Class, 75th Class, 76th Class, 77th Class, 78th Class, 79th Class, 80th Class, 81st Class, 82nd Class, 83rd Class, 84th Class, 85th Class, 86th Class, 87th Class, 88th Class, 89th Class, 90th Class, 91st Class, 92nd Class, 93rd Class, 94th Class, 95th Class, 96th Class, 97th Class, 98th Class, 99th Class, 100th Class.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. "EMPRESS OF INDIA" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all ports and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Hongkong, 12th March, 1908.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	"YUE VSANG"	THURSDAY, 19th Mar., 3 P.M.
MANILA	"YUE VSANG"	FRIDAY, 20th Mar., 4 P.M.
TIENSIN	"CHI SHING"	MONDAY, 23rd Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	"KU SANG"	TUESDAY, 24th Mar., 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 27th Mar., 4 P.M.

RETURN TOURS TO JAPAN AND BACK.
Occurring 24 Days.
The steamers *Kutsang*, *Nansang* and *Fukang* leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. The vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
These steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo and Tientsin.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 17th March, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWANGSE"	19th Mar., 4 P.M.
CEBU & ILOILO	"KAIFONG"	20th " "
HOIHOW & HAIPHONG	"CHIH LI"	20th " 10 A.M.
TIENSIN	"KUEIHOW"	21st " 4 P.M.
NINGPO & SHANGHAI	"KIUKIANG"	21st " "
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	21st April, "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified surgeon is carried.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th March, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 21st Mar., at Noon.
RUBI	2540	Almond	"	SATURDAY, 28th Mar., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 4th April, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 17th March, 1908.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS and SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"SAINT PATRICK"	SATURDAY, 21st March, 5 P.M.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 17th March, 1908.

Shipping—Steamers.

CIE. DES CHARGEURS
REUNIS.

All Round the World Line.

For SHANGHAI, CHINWANTAO (Tientsin and Peking), KOBE, YOKOHAMA, HONOLULU, NORTH and SOUTH AMERICAN, PACIFIC COAST, BUENOS AYRES, MONTEVIDEO, without transshipment.

S.S. "CEYLAN," Capt. Jouan will be despatched on the 22nd instant.

THIS Steamer, Twin-screw, 15,000, is Newly Built and has Superior Accommodation for 1st Class Passengers. Only Single and Double-birth Cabin, each fitted with Electric Fan, Steam Heaters, Writing Table and Wardrobe. Drawing-room, Smoking-room, Hair Dressing-room and Laundry. Doctor and Stewardess. The best line to go to Japan and America in visiting Peking and North China.

Reduced Rates of Freight and Passage.

For further Particulars, apply to

J. MILLET, AGENT,
FRENCH MAIL OFFICE.

Hongkong, 14th March, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Sanerick	6,232	Shotton	9th Apr.
Rumetick	6,232	Cowley	20th May.
Shamut	9,606	E. V. Roberts	26th Mar.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shamut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

Parcel Express to the UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 10th March, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "ALDENHAM,"

Captain St. John George, will be despatched as above on SATURDAY, 28th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd March, 1908.

TOYO KISEN KAISHA, SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail
KASATO MARU 6,100 { Some time First half of April.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to K. MATSUDA, Manager, Yok Building.

Hongkong, 17th February, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. E. W. WALKER.
"KWONG SAI" Capt. S. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey—\$4.
Meals—\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHUI ON S.S. CO., LD.,
No. 2, Queen's Road West.

Hongkong, 2nd July, 1907.

HONGKONG AVERAGE MARKET PRICES.

Corrected 14th March, 1908. 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B 19
Comed—Ham Ngau Yuk 19
Roast—Shiu 19
Breast—Ngau Lam 15
Soup—Tong Yuk 15
Steak—Ngau Yuk Pa 19
Sirloin—Ngau Lau 28
Sausages—Ngau Yuk Chung 26
Bullock's Brains—Know 10 per set
Tongue fresh—Ngau Li 50
Comed—Ham Ngau Li 55
Head—Ngau Tau 85
Heart—Ngau Sum 12 per lb
Hump, Salt—Ngau Kin 12
Feet—Ngau Keok 7
Kidneys—Ngau Yiu 17
Tail—Ngau Mei 17
Liver—Ngau Con 12
Tripe (undressed)—Ngau To 7
Calves' Head and Feet—Ngau Chai-tau-koek 1.00
Mutton Chop—Yeung Pai Kwat 22
Leg—Yeung Pai 22
Shoulder—Yeung Shau 20
Pigs' Chittlings—Chi cheong 23
Brains—Chi Kow 12 per set
Feet—Chi Kow 12
Fry—Chi Chak 15
Head—Chi Tau 18
Heart—Chi Sum 7
Kidneys—Chi Yiu 8
Liver—Chi Kow 28
Pork, Chop—Chi Pai Kwat 23
Comed—Ham Chu Yuk 12
Leg—Chu Pei 33
Fat or Lard—Chu Yau 18
Sheep's Head and Feet—Yeung Tau 50
Keok 50
Heart—Yeung Sum 6
Kidneys—Yeung Yiu 10
Liver—Yeung Con 22
Sucking Pigs, To Order—Chu Chai 22
Suet Beef—Sang Ngau Yau 20
Mutton—Sang Yeung Yau 24
Veal—Ngau Chai Yuk 20
Sausages—Ngau Chai Yuk Tong 20

FRUITS.

Almond—Hung Yau 24
Apples, (California)—Kam San Ping 10
Ko—Tin Chun Ping 10
Ko—Chefoo 10
Small—Hoi Tong 10
Oustard—Fan Lai Chi 10
Bananas, fragrant, Canton—Sang Sheng 3
Heung Chiu 3
(brides), Macao—San Heung Chiu 3
Chestnuts, Chinese—Fongg Lufu 10
Carambola—Yeung Tou 10
Cocoanuts—Yeh Tai 10
Grapes—Sin Tai Tsi 10
Lemons, China—Ning Moong 7
Amer—Kun San Ning Moong 6
Lichees, Small Stone—Lai Chi Con 20
Fresh, Lai Chi 10
Limes, (Saigon)—Sai Kung Ning Moong 6
Mango, Manila—Lui Sung Moong 10
Mango, Saigon—Sai Kung Moong 10
Mangosteens, San Chuk Tsi 10
Oranges, Tim Chang 9
Small—Tai Kut 10
Mandarin—Tim Kut 10
Olives—Pak Lam 8
Paklong Fruit 8
Pears, (American)—Kam San Shui Li 10
(Canton), Cooking—Sa Li 10
(Shanghai)—Sheung Hoi Li 10
Peanuts—Fa Sang 10
Persimmons, Large—Hung Chiu 10
Pine-apples, 1st quality—Sheung Poon 10
Ti Paw-law 10
and cooking—Chung-tang 10
Paw-law 7
Platains—Tai Chiu 3
Plums, Swatow—Hung Lai 10
Pumelo, Siam—Chim Lo Yau 19
Walnuts, Hop Tou 12
Green—Sang Hop Tou 12
Shanghai Lo Kwat 10

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah 6
Chi Chank 6
Beans, (French) Macao—Oh Moon Pin 10
Tau 10
Beans, (French), Shanghai—Sheung Hoi Pin Tau 10
Beans, Sprout—Ah Chai 4
Beans, Long—Tau Kok 4
Beet Root—Hung Chai Tai 4
Brinjals, Green—Cheng Yuen Ker 4
Brinjals, Red—Hung Ker 4
Brassica—Pak Choi 4
Bamboo Shoots—Chook Shun 4
Cabbage, Chinese, com.—Kai Choy 4
Cabbage Root—Kai Lan Tau 4
Cabbage, (Shanghai)—Yeh Chai 7
Cane Shoots, bunch—Kau Shun 10
Cauliflower, Large size—Tai Yeh Chai 10
Fai 10
Cauliflower, Medium size—Cheung Yeh Chai 10
Choi-fa 10
Cauliflower, Small size—Sai Yeh Chai-fa 8
Carrots—Kam Shun 6
Celery, Chinese—Tong Kan Choy 6
Celery, English—Yeung Kan Chai 4
Celery, White—Pak Yeung Kan Chai 4
Chillies, Dried—Con Lai Chiu 40
Red—Hung Fai 40
Green—Cheng Lai Chiu 40
Curry Stuff, English—Kai Lee Chai Liu 6
Cucumbers—Cheng Kwai 15
Bitter Squash—Fu Kwa 8
Garlic—Suen Tau 8
Ginger, young—Sue Tai Keung 12
old—Lo Keng 10
Horse Radish, Shanghai—Lik Kan 10
Indian Corn—Suk Mai 10
Lettuce—Yeung Sang Chai 10
Water Chestnuts—Ma Tai 6
Mandarin—Kwei Lum Ma Tai 6
Musk Melon 10
Mushrooms, Fresh—Sang Chai Kho 10
Onions, Bombay—Yeung Chung Tau 6
Green—Sang Chung 4
Shai—Sheung Hoi Chung Tau 4
Japan—Yat Poon 4
Okroes—Mo Ker 10
Parsley, English—Yeung Un Sai 8
Gradus Pea 8
Green Peas—Cheng Tau 8
Potatoes, Sweet—Fan Shu 3
Shanghai—Sheung Hoi Shu 3
Tsal 10
Japan—Yat Poon Shu Tai 10
American—Pa Ki 10
Fochow—Fuk Chai Shu Tai 10
Macao—Oh Moon 10
Pumpkin—Toong Kwai 10
Radish—Hung Lo Pak Tai 10
Rhubarb 10
Shalots—Con Chung Tau 10
Spinage (Chinese)—Paw Chai 10
Spinach—Choi Chai 10
Tomatoes—Fan Ker 10
Taro—Wu Tau 10
Turnips, Pun-i (Long)—Low Pak 10
English—Yeung Lo Pak 10
Vegetable Marrow—Chit Kwai 10
Water Cresses—Sai Yeung Chai 10
Caltrops—Lan Kok 10
Lily Roots—Lai Ngau 10
Yam—Tai Shu 10
Sage 10
The prices necessarily vary from day to day and the Sanitary Board has no power to regulate the market.

POULTRY.

Chicken—Kai Chai 28
Capons, Large, Small—Sin Kai 20
Ducks—Ap 24
Doves—Pan Kan 15
Eggs, Hen—Kai Tan 22
Fowls, Canton—Kai 22
Hainan—Hoi Nam Kai 27
Geese—Ngo 20
Wild Shanghai—Sheung Hoi Ye 20
Ngo 20
Musk Deer—Wong Keng 20
Hare—Ty Chai 20
Partridge—Che Khoo 65
Pheasant—Shan Kai 20
Pigeons, Canton—Pak Kup 20
Hohow—Hohow Pak Kup 20
Quail—Um Chus 22
Rice Birds—Wo Fa Cheuk 24
Snipe—Sa Chai 24
Turkeys, Cock—Fai Kai Kung 45
Hen—Na 45
Wild Ducks, Shanghai, Sui-ap 65
Teal, Shanghai, Sui Ap Chai 65
Wild Ducks Canton—Sang Shing Sui Ap 65

FISH.

Barbel—Ka Yu 9
Bream—Bin Yu 14
Canton Fresh Water Fish—Hoi Bin Yu 14
Carp—Li Yu 12
Catfish—Chik Yu 12
Codfish—Mun Yu 12
Crabs—Hoi 12
Cuttle Fish—Muk Yu 12
Dab—Sa Mang Yu 12
Dace—Wong Mei Lun 12
Dog Fish—Ti To Sa 12
Eels, Congor—Hoi Man Yu 12
Fresh water—Tam Sui Yu 12
Yellow—Wong Sui 12
Frogs—Tien Kai 12
Groupers—Sek Pan 12
Gudgeon—Pak Kup Yu 12
Harrings—Tao Pak 12
Halibut—Cheung Kwan Yu 12
Labrus—Wong Fa Yu 12
Loach—Wu Yu 12
Lobsters—Lung Ha 12
Mackerel—Chi Yu 12
Monk Fish—Mon Yu 12
Mullet—Chi Yu 12
Oysters—Sung Hoo 12
Parrotfish—Kai Kung Yu 12
Perch—Tau Loo 12
Pike—Fa Paw Poong 12
Plaice—Pan Yu 12
Pomfret, Black—Hak Chong 12
Pomfret, White—Pak Chong 12
Prawns—Ming Ha 12
Ray—Fai Pa Sa 12
Rock Fish—Sek Kan Kung 12
Roach—Chai Yu 12
Salmon, (China), fresh, small—Ma Yau 12

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Kossitz, Robert, Volz and others, combines all the advantages to be sought in a medicine of the kind, and cures every thing hitherto employed.

It is a powerful and reliable remedy, and is used in all the most successful hospitals of the world.

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MORE EASTERN PROPHETICS.

Mr. Putnam Weale has found it necessary to revise from time to time his judgments about affairs in the Far East; or perhaps it would be more just to say that his frequent books on the subject make up a sort of serial comment on the situation. In "The Coming Struggle in Eastern Asia," he goes further than before in his prophecies of evil.

At the present time there is a certain ominous pause, a calm as before a storm, which not even deceptive diplomatic agreements can entirely conceal.

Whether he takes a long view, and considers the ultimate economic development of the countries involved—of Russia Asia into a gigantic new granary, of Japan into an overflying hive of super-intelligent and acquisitive bees, of China, perhaps, into a strong united republic after the overthrow of the Manchu dynasty—or whether he is merely considering the politics of the moment (as seen in the Japanese treatment of Korea, for instance), he is equally dissatisfied and disturbing.

He regards Japan, as most recent writers have done, as the dangerous element. The Anglo-Japanese treaty is but a skillful insurance policy, utilised to the full by Japan, but not considered—in practice, at any rate—as involving unusual reciprocal exertions on her part. Mr. Weale is fond of reviewing a situation thoroughly, and then putting a sudden unanswered and unpleasant question or suggestion:

The British Insurance Policy must soon lapse, unless, indeed, it is renewed—how far does that possibility affect the cautious policy of the new Japanese navy?

It [the navy] is too strong—about that there can be no doubt.

Such a navy as Japan has created has behind it some deliberate purpose which cannot yet be guessed.

It is an effective way of making our flesh creep. "Everything in the existing state of affairs," says Mr. Weale,

is unnatural and out of due proportion; everything is held together by nothing more substantial than documents covered with ink and seals.

The building up of his argument, the lengthy survey of all the territory involved, all the interests and racial factors, can be but mentioned here. They carry no little conviction. Mr. Weale writes reasonably and temperately, and his book ought to make a deep, if not very comfortable, impression.—"Morning Leader."

"The Coming Struggle in Eastern Asia." By B. L. Putnam Weale, London, "Hacmillan 12s. 6d. net.

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Steamers Expected.

Vessels	From	Agents	Due
Japan	Singapore	D. S. & Co.	Mar. 18
Kamohara	Singapore	N. Y. K.	Mar. 19
Yokohama	Singapore	N. Y. K.	Mar. 19
Amelia	Singapore	N. Y. K.	Mar. 19
Malta	Singapore	P. & O. Co.	Mar. 20
Yokohama	Singapore	N. Y. K.	Mar. 20
Nicomedia	Kobe	P. & A. Co.	Mar. 21
Bevenue	Singapore	C. L. & Co.	Mar. 21
Kaga Maru	Japan	N. Y. K.	Mar. 22
Korea	Japan	N. Y. K.	Mar. 22
P. R. Luipold	Colombo	M. & Co.	Mar. 23
Monteagle	Vancouver	C. F. R. Co.	Mar. 27
Benledi	Singapore	G. L. & Co.	Mar. 27
P. Waldeemar	Sydney	M. & Co.	April 1

The Ships Passed Canal.

11th February—Bentley, Memnon, Ceylon, Pelos.	14th February—Cayman Maru, Salazie, Stentor, Japan, Nila, Slawianoff.	18th February—Benvenue, Hudson, Suruga, St. Nicholas, Para, Bortio, Helen, Richman, Doran, Erskine, Frank, Maru, Mayumi, Tawana, Zieten.	25th February—Breconshire, Kamakura Maru.	25th February—Hys.	28th February—Indian, Nore, Ping Seng, Sunda, Errol, Yarra, Indraguna, Langbank, Priam, Tydus.	3rd March—Binalder, Hobbsburg, 6th March—Aslanax, Achilla, Sado Maru, Armand Behic, C. Ferd Laetis, Hitachi Maru, Prinz Heinrich.	10th March—Denbighshire, Den of Attila, Palawan, Sileta, (Ger.).	8th March—Alcinous, Calchas, Oceanic, Titan.	Arrivals at Home—11th February—Sagovia.	13th February—Nyssa.	14th February—P. E. Friedrich, Mackau, Wakana.	15th February—Dinango, Salata, Wakana.	16th February—Cayman Maru, Atholl, Erskine, Franz Ferdinand, Memnon.	18th February—Bentley, Zieten, Slent, r.	2nd March—Nila.	3rd March—Hakoti, Maru, Yarra, Moyana, Schuytli, but which—Dortmund.	1st March—Aragonia, Hobbsburg.	18th March—Priam, Sado Maru, Prinz Heinrich.
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CHINA COAST METEOROLOGICAL REPORT.

March 10th, 1908 a.m.

Bar. Th. Hu. Wind W.

Vladivostok 7 a.m. 30.28 — — NW 2 —

Nemuro 7 a.m. 30.38 — — NW 2 —

Hakodate 7 a.m. 30.38 — — NW 2 —

Tokyo 7 a.m. 30.31 — — SE 4 —

Kobe 7 a.m. 30.35 — — SE 4 —

Yokohama 7 a.m. 30.31 — — SE 4 —

Osaka 7 a.m. 30.31 — — SE 4 —

Naha 7 a.m. 30.47 — — SE 4 —

Shanghai 7 a.m. 30.49 — — SE 6 —

Hongkong 7 a.m. 30.32 — — NE 2 —

Chungking 7 a.m. 30.32 — — NE 2 —

Chowfoo 7 a.m. 30.42 41 SE 1 b

Weihaeiwei 7 a.m. 30.41 41 SE 1 b

Hankow 7 a.m. 30.42 43 NE 1 b

Kinkiang 7 a.m. 30.41 42 SE 1 b

Shanghai 7 a.m. 30.41 52 ESE 2 om

Guttsiaff 7 a.m. 30.41 52 ESE 2 om

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Hohow and Halphong—Per CHILL.

DN	Mar. 9	Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth—Per Yawata Maru, 20th Mar., 10 A.M.
Mar. 18	Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Hongkong Maru, 21st Mar., 11 A.M.	
Mar. 19	Macao—Per Sai Tai, 21st Mar., 1:15 P.M.	
Mar. 19	Manila—Per Yawata Maru, 20th Mar., 3 P.M.	
Mar. 20	Cebu and Iloilo—Per Kaitong, 20th Mar., 5 P.M.	
Mar. 20	Kuchinotou, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle—Per Tanager, 20th Mar., 4 P.M.	
Mar. 21	Kobe and Yokohama—Per Kamakura Maru, 20th Mar., 5 P.M.	
Mar. 21	Manila—Per Zofra, 21st Mar., 10 A.M.	
Mar. 22		
Mar. 23		
Mar. 24		
Mar. 25		
Mar. 26		
Mar. 27		
Mar. 28		
Mar. 29		
Mar. 30		
Mar. 31		

Supplied by Messrs. E. S. KADOORIE & Co., Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

* These shares are entitled to half of the profits.

15, 16 & 17, Connaught Road Centre